



# County of San Diego

## DEPARTMENT OF PUBLIC WORKS

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March 12, 2009

### **CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G Rev. 10/04)**

1. Title:

Dye Road Extension Project

2. Lead agency name and address:

County of San Diego, Department of Public Works  
5469 Kearny Villa Road  
San Diego, CA 92123-1152

3. a. Contact Molly Luetterodt, Environmental Planner  
b. Phone number: (858) 874-4042  
c. E-mail: [molly.luetterodt@sdcounty.ca.gov](mailto:molly.luetterodt@sdcounty.ca.gov).

4. Project location:

The proposed project is located between the eastern terminus of Dye Road and the intersection of Warnock Drive and San Vicente Road in the community of Ramona, in an unincorporated portion of San Diego County (Figure 1).

Thomas Brothers Coordinates: Page 1172, Grid F3/G3

5. Project applicant name and address:

County of San Diego, Department of Public Works  
5469 Kearny Villa Road  
San Diego, CA 92123-1152

6. General Plan Designation

Community Plan:	Ramona Community Planning Area
Land Use Designation:	General Agriculture, Intensive Agriculture
Density:	1 DU per 4, 8 Acre

## 7. Zoning

Use Regulation: A72 General Agriculture  
Minimum Lot Size: 10 Acres  
Special Area Regulation: None

## 8. Description of project

The proposed project is the extension of Dye Road from its current eastern terminus at Ramona Street to the northeast toward Warnock Drive. The new road will connect to and overtake Warnock Drive, terminating at the current intersection of Warnock Drive and San Vicente Road (Figure 2). It will be classified as a Community Collector with Intermittent Turn Lane (2.1C) per the proposed Circulation Element of the San Diego County General Plan (GP 2020).

Dye Road has been identified as an important connecting route between State Route 67 (SR 67) and San Vicente Road. Currently, traffic traveling east on Dye Road must make a sharp left turn onto northbound Ramona Street and then a sharp right turn onto eastbound Warnock Drive to reach San Vicente Road. The purpose of the proposed project is to increase the capacity of Dye Road to accommodate existing and projected traffic volumes at an acceptable level of service (LOS), to improve traffic flow through the southern portion of the community of Ramona, to bring the road up to current County of San Diego road standards, and to meet the requirements identified in the proposed Circulation Element of the General Plan 2020.

The 1.3-mile long extension of Dye Road would be comprised of 86-feet of road right-of-way that includes: two 13-foot travel lanes; two 5-foot bike lanes; two 8-foot parking lanes; a 10-foot parkway on the north side of the road; and a 14-foot intermittent left turn lane at the intersections. Warnock Drive would be converted into a cul-de-sac approximately 1,500 feet east of the intersection with Ramona Street and a new connection to Dye Road would be constructed 1,000 feet east of Ramona Street. A new connection to Dye Road would also be constructed for Ramona Street approximately 1,200 feet north of the existing intersection of these two roads. The newly constructed portions of Ramona Street and Warnock Drive would be comprised of 60-feet of road right-of-way that includes: two 13-foot travel lanes; two 5-foot bike lanes; and two 12-foot parkways. Some existing portions of Ramona Street and Warnock Drive would be left in place to provide access to private properties. A new private access road would be constructed south of the existing eastern terminus of Dye Road to provide access to properties located at the existing intersection of Dye Road and Ramona Street.

Imported fill material would be placed beneath the new road in order to allow for proper drainage of water from the road during rain events, and to provide adequate clearance for proposed culverts.

In addition, curbs, gutters, and eight (8) culvert systems are proposed to accommodate flows beneath the new road at the natural grade of the existing drainage corridors. Proposed inlets and storm drain lines would discharge into Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. A ten-foot pathway would be constructed along the south side of Dye Road as required by the Trails and Pathways Plan for Ramona in the County Community Trails Master Plan. Existing overhead power lines may require relocation as part of the proposed project. A 20-inch water transmission main and 10-inch water main that currently exists within the right-of-way of Dye Road, Ramona Street, and Warnock Drive would be left in place, however, minor relocations of blow-off and/or air vacuum devices and valve stem adjustments would be necessary as part of the proposed project.

New slope, drainage, roadway, and temporary construction easements would be required. A temporary road closure would be required on Ramona Street to accommodate construction of the Dye Road extension where it would cross an existing portion of Ramona Street, and a detour would be in place to accommodate traffic flow through the area. Travel lanes would remain open in each direction on all roads through the project area during all other phases of project construction.

9. Surrounding land uses and setting

The project site is surrounded by agricultural uses, including field crops, orchards and vineyards, and spaced rural residential land uses. Non-native grassland habitat and potential wetland habitat also exist in the vicinity of the project area.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

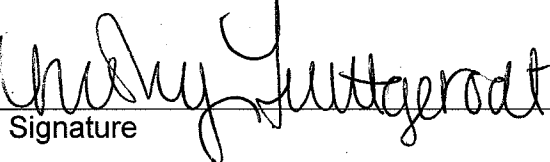
The proposed project is a public road extension by the County of San Diego and would not require any discretionary permit review. Requirements for resource agency review and/or permitting would be determined during preparation of the Draft EIR for the project.

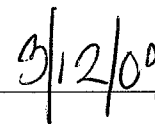
**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a "Potentially Significant Impact" or a "Less Than Significant With Mitigation Incorporated," as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> <u>Aesthetics</u>                      | <input checked="" type="checkbox"/> <u>Agricultural Resources</u>             | <input checked="" type="checkbox"/> <u>Air Quality</u>            |
| <input checked="" type="checkbox"/> <u>Biological Resources</u>            | <input checked="" type="checkbox"/> <u>Cultural Resources</u>                 | <input checked="" type="checkbox"/> <u>Geology &amp; Soils</u>    |
| <input checked="" type="checkbox"/> <u>Hazards &amp; Haz. Materials</u>    | <input checked="" type="checkbox"/> <u>Hydrology &amp; Water Quality</u>      | <input type="checkbox"/> <u>Land Use &amp; Planning</u>           |
| <input type="checkbox"/> <u>Mineral Resources</u>                          | <input checked="" type="checkbox"/> <u>Noise</u>                              | <input type="checkbox"/> <u>Population &amp; Housing</u>          |
| <input type="checkbox"/> <u>Public Services</u>                            | <input type="checkbox"/> <u>Recreation</u>                                    | <input checked="" type="checkbox"/> <u>Transportation/Traffic</u> |
| <input checked="" type="checkbox"/> <u>Utilities &amp; Service Systems</u> | <input checked="" type="checkbox"/> <u>Mandatory Findings of Significance</u> |   |

**DETERMINATION:** (To be completed by the Lead Agency)  
On the basis of this initial evaluation:

- ☐ On the basis of this Initial Study, the Department of Public Works finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ On the basis of this Initial Study, the Department of Public Works finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ On the basis of this Initial Study, the Department of Public Works finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

  
Signature

  
Date

Molly Luettgerodt  
Printed Name

Environmental Planner  
Title

**I. AESTHETICS** -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

## Discussion/Explanation:

A vista is a view from a particular location or composite views along a roadway or trail. Scenic vistas often refer to views of natural lands, but may also be compositions of natural and developed areas, or even entirely of developed and unnatural areas, such as a scenic vista of a rural town and surrounding agricultural lands. What is scenic to one person may not be scenic to another, so the assessment of what constitutes a scenic vista must consider the perceptions of a variety of viewer groups.

The items that can be seen within a vista are visual resources. Adverse impacts to individual visual resources or the addition of structures or developed areas may or may not adversely affect the vista. Determining the level of impact to a scenic vista requires analyzing the changes to the vista as a whole and also to individual visual resources.

**No Impact:** The project site is located between Dye Road and San Vicente Road in the unincorporated community of Ramona. Based on a site visit by Molly Luetzgerodt, DPW Environmental Planner on January 29, 2009, the proposed project is not located near or within, or visible from, a scenic vista and will not substantially change the composition of an existing scenic vista in a way that would adversely alter the visual quality or character of the view. Therefore, the proposed project will not have an adverse effect on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

## Discussion/Explanation:

State Scenic Highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic ([Caltrans - California Scenic Highway Program](#)). Generally, the area defined within a State Scenic Highway is the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist's line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

**No Impact:** The project site is located between Dye Road and San Vicente Road in the unincorporated community of Ramona. Based on a site visit completed by Molly Luetterodt, DPW Environmental Planner on January 29, 2009, the proposed project is not located near or visible within the composite viewshed of an officially designated State Scenic Highway by the California Department of Transportation (Caltrans) and will not damage or remove visual resources within a State Scenic Highway. Therefore, the proposed project will not have any substantial adverse effect on a scenic resource within a State Scenic Highway.

- c) Substantially degrade the existing visual character or quality of the site and its surroundings?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The existing visual character and quality of the project site and surrounding area can be characterized as rural with primarily agricultural and rural residential uses and non-native grassland habitat. No mature trees are anticipated to be impacted by the proposed project. The imported fill beneath the proposed new road to provide adequate drainage and clearance for culverts would result in the slopes of the shoulder of the new road being as much as six feet higher than the existing ground level in some places. A new road through a previously undeveloped area with slopes adjacent to the shoulders that differ from the existing topography would be an alteration of the visual environment from existing conditions and may result in significant impacts to visual character. However, it is anticipated that the project would not substantially degrade the overall visual quality because roads surrounded by similar land uses currently exist in the area. Other potential visual impacts may include the placement of noise attenuation walls along the proposed road if the EIR identifies the potential need for noise attenuation walls for adjacent homes based on anticipated future traffic volumes. No noise attenuation walls currently exist within the project site. Vegetated areas disturbed as part of the proposed project would be revegetated with plant materials that are consistent with the surrounding vegetation. Other potential impacts to the existing visual character will be analyzed in the EIR.

- d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less than Significant Impact:** The proposed project may require the use of outdoor lighting and is located within Zone B (outside a 15-mile radius of an observatory) as identified by the San Diego County Light Pollution Code. The proposed project would not adversely affect nighttime views or astronomical observations, because the project will conform to the Light Pollution Code (County Code of Regulatory Ordinances Section 59.101-59.115), including the B lamp type and shielding requirements per fixture. The proposed project would include standard street lights for public safety.

**II. AGRICULTURAL RESOURCES** -- Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

<input checked="" type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

**Potentially Significant Impact:** The project site contains land considered Farmland of Local Importance and Farmland of Statewide Importance. No areas designated as Prime Agricultural Land exist within the project site. Agricultural land uses in the vicinity are field crops and grazing land, and much of the project area is zoned for agricultural use. The majority of agricultural land that would be converted to accommodate the road extension is made up of grazing land. It is anticipated that potential impacts to important agricultural resources from project or cumulative level conversion of agricultural resources to a non-agricultural use that could occur as a result of this project, would be potentially significant and will be analyzed in the EIR to determine if measures would adequately avoid, reduce, or mitigate these potential impacts.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

**Less Than Significant Impact:** No properties with a Williamson Act contract exist within the project site. The project site is in an A72 agricultural zone. Surrounding agricultural uses are mainly field crops and grazing land. However, it is anticipated that the proposed project will not result in a conflict in zoning for agricultural use because the project is an extension of a public road, which is not considered a conflicting use. Additionally, no land required for the proposed project is under a Williamson Act

contract. Therefore, the project does not conflict with existing zoning for agricultural use or a Williamson Act contract.

- c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project site contains areas designated as Farmland of Local and Statewide Importance. Agricultural uses, mainly field crops and grazing land, located within the potential project impact area were identified in a site visit conducted by Molly Luettgerodt, DPW Environmental Planner on January 29, 2009. While the proposed project would extend a road into a currently undeveloped agricultural area, no utility extensions are proposed and the road is not being constructed to provide access to an area in order for development to occur. Rather, the road is being constructed to improve the efficiency an existing traffic route.

An EIR will be prepared which will analyze the potential presence of and impact to important agricultural resources. However, it is anticipated that the proposed project will not cause other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use. Therefore, potential project or cumulative level impacts to important agricultural resources that could occur as a result of this project would be less than significant.

**III. AIR QUALITY** -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes development that was anticipated in SANDAG growth projections used in development of the RAQS and SIP. Operation of the proposed project will result in emissions of ozone precursors that were



considered as a part of the RAQS based on growth projections. As such, the proposed project is not expected to conflict with either the RAQS or the SIP.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

In general, air quality impacts from land use projects are the result of emissions from motor vehicles, and from short-term construction activities associated with such projects. The San Diego County Land Use Environment Group (LUEG) has established guidelines for determining significance which incorporate the Air Pollution Control District's (SDAPCD) established screening-level criteria for all new source review (NSR) in APCD Rule 20.2. These screening-level criteria can be used as numeric methods to demonstrate that a project's total emissions (e.g. stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. Since APCD does not have screening-level criteria for emissions of volatile organic compounds (VOCs), the use of the screening level for reactive organic compounds (ROC) from the South Coast Air Quality Management District (SCAQMD) for the Coachella Valley (which are more appropriate for the San Diego Air Basin) are used.

**Potentially Significant Impact:** Construction of the proposed project may involve the substantial import of fill materials, and impacts to the local air quality may occur during these activities. The EIR to be prepared for this project will focus on the potential for localized air quality impacts during project construction. Standard construction practices to reduce particulate emissions would be incorporated into the project plans and specifications.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O<sub>3</sub>). San Diego County

is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM<sub>10</sub>) under the CAAQS. O<sub>3</sub> is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides. Sources of PM<sub>10</sub> in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

**Potentially Significant Impact:** The proposed project has the potential to generate emissions of particulate matter during construction due to the grading and use of construction equipment that may generate dust emissions. In addition, the proposed project has the potential to result in an operational increase in O<sub>3</sub> emissions from increased traffic volumes. An EIR will be prepared to identify the proposed project's potential impacts due to a cumulatively considerable net increase of non-attainment criteria pollutants.

d) Expose sensitive receptors to substantial pollutant concentrations?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

Air quality regulators typically define sensitive receptors as schools (Preschool-12<sup>th</sup> Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The County of San Diego also considers residences as sensitive receptors since they could house children and the elderly.

**Potentially Significant Impact:** Single-family residences are the only sensitive receptors that have been identified within a quarter-mile radius (the distance determined by the SCAQMD in which the dilution of pollutants is typically significant) of the proposed project. An EIR will be prepared to identify the potential for the proposed project to expose sensitive receptors to substantial pollutant concentrations due to temporary construction or operational impacts of the proposed road extension project.

e) Create objectionable odors affecting a substantial number of people?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The equipment used during project construction could temporarily produce objectionable odors during the construction phase, typically from the use of solvents and gasoline. However, odors from these substances, if present at all, would only be temporary and localized. Moreover, the affects of temporary objectionable odors are localized to the immediate surrounding area and will not contribute to a cumulatively considerable odor. No permanent sources of objectionable odors are proposed as part of the project. Consequently, air quality impacts from objectionable odors would be less than significant.

**IV. BIOLOGICAL RESOURCES** -- Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The project site contains primarily agricultural lands, non-native grassland habitat and a drainage that may contain wetland habitat that may support sensitive species. However according to the California Natural Diversity Database or USFWS Sensitive Species Observation Database no species identified as candidate, sensitive or special status have been previously observed within the project area. A Biological Resources Technical Report will be prepared as part of the project EIR to identify any species and potential project impacts that may occur.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Non-native grassland and a drainage that may support wetland vegetation exist within the potential project site. A Biological Resources Technical Report will be prepared as part of the project EIR to determine the potential for the proposed project to cause temporary or permanent impacts to biological resources, including riparian habitat or other sensitive natural community.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** A drainage that may support wetland vegetation exists within the project site. Federally protected wetlands may exist within this drainage. The potential for proposed project improvements to cause temporary or permanent impacts to biological resources, including federally protected wetlands, will be addressed in an EIR.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** Based on an analysis of the County's Geographic Information System (GIS) records, the County's Comprehensive Matrix of Sensitive Species, site photos, and a site visit by Molly Luetgerodt, DPW Environmental Planner on January 29, 2009, it has determined that there is potential that the site has biological value. The proposed project may result in the impedance of movement of native resident or migratory fish or wildlife species, and the use of an established native resident or migratory wildlife corridors. There is also a potential for the proposed project to result in impacts to native wildlife nursery sites including nesting sites. A Biological Resources Technical Report will be prepared as part of the project EIR which will further discuss the potential for impacts to native wildlife nursery sites.

- e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

## Discussion/Explanation:

**Less Than Significant Impact:** A small portion of the project area located south of the existing eastern terminus of Dye Road lies within the boundaries of the South County Segment of the Multiple Species Conservation Program (MSCP). Preparation of findings would be required to ensure that the project is in compliance with the Biological Mitigation Ordinance and the MSCP prior to project approval.

The majority of the project area is located within the boundaries of the County's draft North County MSCP. However, the North County MSCP has not yet been adopted and is currently in a draft form. Therefore, it is anticipated that the proposed project will not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources in these portions of the project area. If the North County MSCP is adopted prior to approval of the proposed project, then an appropriate analysis for conformance will be conducted. The potential for the proposed project to conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources, will be discussed in the project EIR.

**V. CULTURAL RESOURCES** -- Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

## Discussion/Explanation:

**Potentially Significant Impact:** The project will require demolition of structures such as barns or outbuildings. No homes are proposed for demolition. However, a Cultural Resources Technical Report will be prepared as part of the project EIR to determine whether any structures proposed for demolition are considered a significant historical resource as defined in CEQA Guidelines Section 15064.5, and identify any potentially significant impacts.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

## Discussion/Explanation:

**Potentially Significant Impact:** The proposed project would impact existing undisturbed areas and several large rock outcroppings that were observed in the field by Molly Luetterodt, DPW Environmental Planner on January 29, 2009. The results of an archaeological records search and survey will be included in a Cultural Resources Technical Report will be prepared as part of the project EIR to determine the potential for significant archaeological resources, as defined in CEQA Guidelines Section 15064.5, to occur within the project area. The analysis will also identify any potentially significant impacts that could occur as a result of implementation of the proposed project.

c) Directly or indirectly destroy a unique geologic feature?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The site has a low potential to contain any unique geologic features that have been listed in the County's Guidelines for Determining Significance for Unique Geology Resources and the site does not contain any known geologic characteristics that have the potential to support unique geologic features. The project is not likely to result in an impact that would directly or indirectly destroy a unique geological feature. Therefore, no impact will result due to implementation of the proposed project.

d) Directly or indirectly destroy a unique paleontological resource or site?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** A review of the County's Paleontological Resources Maps indicates that the project is located entirely Quaternary Alluvium or Cretaceous Plutonic Rock and has low or no potential for producing fossil remains, therefore potential impacts to paleontological resources would be considered less than significant.

e) Disturb any human remains, including those interred outside of formal cemeteries?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** A Cultural Resources Technical Report will be prepared as part of the project EIR that will include a search and analysis of County of San Diego archaeology resource files, archaeological records, maps, and aerial photographs to determine the potential for the project to disturb any human remains or if a formal cemetery or any archaeological resources that might contain interred human remains existing within the project's area of direct impact.

**VI. GEOLOGY AND SOILS** -- Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?  
Refer to Division of Mines and Geology Special Publication 42.

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California, or located within any other area with substantial evidence of a known fault. Therefore, there will be no impact from the exposure of people or structures to adverse effects from a known fault-rupture hazard zone as a result of the proposed project.

- ii. Strong seismic ground shaking?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** No buildings or structures are proposed as part of this project as it is a transportation facility improvement project. Soil compaction for the transportation facility improvements will be in accordance with County of San Diego engineering standards. Therefore, the project will not result in a potentially significant impact from the exposure of people or structures to potential adverse effects from strong seismic ground shaking.

- iii. Seismic-related ground failure, including liquefaction?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

## Discussion/Explanation:

**Potentially Significant Impact:** The project site is located within a "Potential Liquefaction Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. This indicates that the geologic environment of the project site is susceptible to ground failure from seismic activity. An EIR will be prepared to identify any potentially significant impacts from seismic related ground failure, including liquefaction.

## iv. Landslides?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

## Discussion/Explanation:

**No Impact:** The project site is not located within a "Landslide Susceptibility Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. Landslide Susceptibility Areas were developed based on landslide risk profiles included in the *Multi-Jurisdictional Hazard Mitigation Plan, San Diego, CA* (URS, 2004). Landslide risk areas from this plan were based on data including steep slopes (greater than 25 percent); soil series data (SANDAG based on USGS 1970s series); soil-slip susceptibility from USGS; and Landslide Hazard Zone Maps (limited to western portion of the County) developed by the California Department of Conservation, Division of Mines and Geology (DMG). Also included within Landslide Susceptibility Areas are gabbroic soils on slopes steeper than 15 percent in grade because these soils are slide prone. According to the County's DPLU Mapping Application the area does not show evidence of either pre-existing or potential conditions that could become unstable and result in landslides. Therefore, no impacts are anticipated from the exposure of people or structures to adverse effects from landslides.

## b) Result in substantial soil erosion or the loss of topsoil?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

## Discussion/Explanation:

**Less Than Significant Impact:** The project will require the construction of fill slopes, which will be designed and constructed in accordance with the San Diego County Code



of Regulations, Title 8, Zoning and Land Use Regulations, Division 7, Sections 87.414 (DRAINAGE - EROSION PREVENTION) and 87.417 (PLANTING). In addition, a Storm Water Management Plan will be prepared for the proposed project, which will include Best Management Practices to ensure sediment does not erode from the project site. Due to these factors, it is not likely that the project will result in substantial soil erosion or the loss of topsoil.

- c) Will the project produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse?

<input checked="" type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

**Potentially Significant Impact:** The project will result in site disturbance and grading including the placement of imported fill material beneath the new road. The proposed project would be constructed to be structurally sound, taking into account the geological formations underlying the site. For further information refer to VI Geology and Soils, Question a., i-iv listed above.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes to extend Dye Road from its existing eastern terminus to San Vicente Road. No buildings or other habitable structures are proposed to be constructed as part of this project as it is a transportation facility improvement project. Additionally, the project site does not contain expansive soils as defined by Table 18-1-B of the Uniform Building Code (1994). The soils on-site are Bonsall-Fallbrook sandy loams, 2 to 5 percent slopes and Los Posas fine sandy loam, 5 to 9 percent slopes, eroded. These soil types exhibit shrink-swell behavior and may represent risks to life or property. However, since no structures or homes are proposed as part of the project, potential substantial risks to life and property would be considered less than significant.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

## Discussion/Explanation:

**No Impact:** The project proposes to extend Dye Road from its existing eastern terminus to San Vicente Road. No buildings or structures are proposed as part of this project as it is a transportation facility improvement project, nor does the project propose any septic tanks or alternative wastewater disposal systems since no wastewater will be generated. Therefore, no impact will result due to implementation of the proposed project.

**VII. HAZARDS AND HAZARDOUS MATERIALS** -- Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

## Discussion/Explanation:

**Potentially Significant Impact:** The project proposes to extend Dye Road from its current eastern terminus at Ramona Street to the northeast toward Warnock Drive. The project does not propose the routine use or storage of hazardous materials. The project does, however, propose to demolish structures on site that may have been constructed prior to 1980 and that may contain Lead Based Paint (LBP) and Asbestos Containing Materials (ACMs). Lead is a highly toxic metal that was used up until 1978 in paint used on walls, woodwork, siding, windows and doors. The County DPW ceased using lead based paint in roadway striping in 1999. Typically, the County DPW repaints roadway striping every one to two years. Lead containing materials shall be managed by applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 CCR Division 4.5), the worker health and safety requirements (Title 8 CCR Section 1532.1) and the State Lead Accreditation, Certification, and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8). Asbestos was used extensively from the 1940's until the late 1970's in the construction industry for fireproofing, thermal and acoustic insulation, condensation control, and decoration. The USEPA has determined that there is no "safe" exposure level to asbestos. It is therefore highly regulated by the USEPA, CalEPA, and the CalOSHA. Demolition or renovation operations that involve asbestos-containing materials must conform to San Diego Air Pollution Control District (SDAPCD) Rules 361.140-361.156. In accordance with existing regulations, the project will be required to complete asbestos and lead surveys

to determine the presence or absence of ACMs or LBP prior to issuance of a permit for demolition or renovation of onsite structures and prior to commencement of demolition or renovation activities. An EIR will be prepared which will further analyze the potential for impacts due to hazardous materials.

- b) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes to extend Dye Road from its current eastern terminus at Ramona Street to the northeast toward Warnock Drive. No existing or proposed schools are located within ¼ mile of the proposed project site. The proposed project would include some demolition of existing structures, which may involve the storage and handling of hazardous substances. However, the project will not result in a significant hazard to the public or environment because all storage, handling, transport, emission and disposal of hazardous substances will be in full compliance with local, State, and Federal regulations. An EIR will be prepared which will further analyze the potential for impacts due to hazardous materials.

- c) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

<input checked="" type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

**Potentially Significant Impact:** Based on a site visit performed by Molly Luetterodt, DPW Environmental Planner, on January 29, 2009 and the potential for current and/or historical agricultural use, an EIR will be prepared which will further analyze the potential for impacts due to hazardous materials. This analysis may include a regulatory database search, soil testing, and other analysis to determine the potential for contamination from historical uses (including the potential for pesticides, fertilizers, and other potentially hazardous materials to have been stored or used on-site because of agricultural uses). The regulatory database search will determine if the project site is included in any of the following lists or databases: the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code Section 65962.5.; the San Diego County Hazardous Materials Establishment database; the San

Diego County DEH Site Assessment and Mitigation (SAM) Case Listing; the Department of Toxic Substances Control (DTSC) Site Mitigation and Brownfields Reuse Program Database ("CalSites" Envirostor Database); the Resource Conservation and Recovery Information System (RCRIS) listing; and the EPA's Superfund CERCLIS database or the EPA's National Priorities List (NPL). Additionally, the project does not propose structures for human occupancy or significant linear excavation within 1,000 feet of an open, abandoned, or closed landfill. Due to the potential for the project to be located on a site that could cause a significant hazard to the public or the environment, an EIR will be prepared which will further analyze the potential for impacts due to hazardous materials.

- d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not located within the boundaries of an Airport Land Use Compatibility Plan (ALUCP), a Comprehensive Land Use Plan (CLUP), within a Federal Aviation Administration Height Notification Surface, or within two miles of a public airport. Also, the project does not propose construction of any structure equal to or greater than 150 feet in height, constituting a safety hazard to aircraft and/or operations from an airport or heliport. The project will not constitute a safety hazard for people residing or working in the project area. Therefore, no impact will result due to implementation of the proposed project.

- e) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not within one mile of a private airstrip. As a result, the project will not constitute a safety hazard for people residing or working in the project area. Therefore, no impact will result due to implementation of the proposed project.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

The following sections summarize the project's consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN AND MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN:

**Less Than Significant Impact:** The Operational Area Emergency Plan is a comprehensive emergency plan that defines responsibilities, establishes an emergency organization, defines lines of communications, and is designed to be part of the statewide Standardized Emergency Management System. The Operational Area Emergency Plan provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The Multi-Jurisdictional Hazard Mitigation Plan includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The Plan also identifies goals, objectives and actions for each jurisdiction in the County of San Diego, including all cities and the County unincorporated areas. The proposed project will not interfere with this Plan because it will not prohibit subsequent plans from being established or prevent the goals and objectives of existing plans from being carried out.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

**No Impact:** The San Diego County Nuclear Power Station Emergency Response Plan will not be interfered with by the proposed project due to the location of the project, and the specific requirements of the plan. The emergency plan for the San Onofre Nuclear Generating Station includes an emergency planning zone within a 10-mile radius. All land area within 10 miles of the plant is not within the jurisdiction of the unincorporated County and as such a project in the unincorporated area is not expected to interfere with any response or evacuation. Therefore, no impact will result due to implementation of the proposed project.

iii. OIL SPILL CONTINGENCY ELEMENT

**No Impact:** The project will not interfere with the Oil Spill Contingency Element because it is not located within the coastal zone or along coastline. Therefore, no impact will result due to implementation of the proposed project.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

**No Impact:** The project will not interfere with the Emergency Water Contingencies Annex and Energy Shortage Response Plan, because it does not propose altering major water or energy supply infrastructure, such as the California Aqueduct. Therefore, no impact will result due to implementation of the proposed project.

v. DAM EVACUATION PLAN

**No Impact:** The project will not interfere with the Dam Evacuation Plan, because it is not located within a dam inundation zone. Therefore, no impact will result due to implementation of the proposed project.

- g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project proposes to extend Dye Road from its existing eastern terminus to San Vicente Road. The project does not propose any residences or structures that will house people. The proposed project area is primarily comprised of agricultural lands and non-native grasslands that could be subject to wildfire. Partial road closures may be necessary during construction; however, traffic flow, access to homes, and emergency access will be maintained throughout the construction period. Therefore, based on the location of the project; that fact that the project does not propose any residences or structures that will house people; review of the project site by County staff; and proposed maintenance of access and traffic flow throughout construction, the project is not expected to expose people or structures to a significant risk of loss, injury or death involving hazardous wildland fires. Therefore, no impact will result due to implementation of the proposed project.

- h) Propose a use, or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies, which are capable of transmitting significant public health diseases or nuisances?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

## Discussion/Explanation:

**No Impact:** The project proposes to extend Dye Road from its existing eastern terminus to San Vicente Road, and does not propose any residences. Curbs, gutters, and eight (8) culvert systems are proposed to accommodate flows beneath the new road at the natural grade of the existing drainage corridors. Proposed inlets and storm drain lines would discharge into Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. However these facilities will allow water to stand for a period of 72 hours (3 days) or more (e.g. artificial lakes, agricultural irrigation ponds). Also, the project does not involve or support uses that will produce or collect animal waste, such as equestrian facilities, agricultural operations (chicken coops, dairies etc.), solid waste facility or other similar uses. The project will not substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies. Therefore, no impact will result due to implementation of the proposed project.

**VIII. HYDROLOGY AND WATER QUALITY** -- Would the project:

a) Violate any waste discharge requirements?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

## Discussion/Explanation:

**Less Than Significant Impact:** The project proposes to extend Dye Road from its existing eastern terminus to San Vicente Road which will result in an increase in impervious surfaces and will require drainage improvements in the project vicinity. The project proposes Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. The proposed project will include development of a Storm Water Management Plan (SWMP). The SWMP will identify any special site design considerations, source control Best Management Practices (BMPs) or treatment control BMPs, under the San Diego Municipal Storm Water Permit (SDRWQCB Order No. R-9-2007-0001) as implemented by the San Diego County Jurisdictional Urban Runoff Management Program (JURMP) and Standard Urban Storm Water Mitigation Plan (SUSMP).

Finally, the project's conformance to the waste discharge requirements listed above ensures that the proposed project will not create cumulatively considerable water quality impacts related to waste discharge because, through the permit, the project will conform to Countywide watershed standards in the JURMP and SUSMP, derived from State regulations to address human health and water quality concerns. Therefore, it is anticipated that the proposed project will not contribute to a cumulatively considerable impact to water quality from waste discharges. An EIR will be prepared to document the

project's compliance with State and County waste discharge and storm water management requirements.

- b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The project lies in the 905.41 Ramona hydrologic subarea, within the San Dieguito hydrologic unit. According to the Clean Water Act Section 303(d) list, July 2003, a portion of this watershed at the Pacific Ocean and San Dieguito River is impaired for coliform bacteria. Constituents of concern in the San Dieguito watershed include coliform bacteria, nutrients, sediment, lowered dissolved oxygen, and trace metals.

The proposed project has the potential to release pollutants, including sediment, during construction. Additionally the proposed project will result in increased impervious surface area. The project design will include drainage improvements designed to address this increase in impervious surfaces. Specifically, the project proposes Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. A Storm Water Management Plan (SWMP) will be prepared as part of this proposed project which will address the potential for release of pollutants during construction and identify any special site design considerations, source control Best Management Practices (BMPs) or treatment control BMPs to be implemented.

As a result, it is not anticipated that the project will contribute to a cumulative impact to an already impaired water body, as listed on the Clean Water Act Section 303(d). Regional surface water and storm water permitting regulations for County of San Diego, incorporated cities of San Diego County, and San Diego Unified Port District includes the following: Order R-9-2007-0001 (NPDES No. CAS 0108758), adopted by the San Diego Region RWQCB on February 21, 2001; County Watershed Protection, Storm Water Management, and Discharge Control Ordinance (WPO) (Ord. No. 9424); and County Storm Water Standards Manual adopted on February 20, 2002, and amended January 10, 2003 (Ordinance No. 9426). The stated purposes of these ordinances are: to protect the health, safety and general welfare of the County of San Diego residents; to protect water resources and to improve water quality; to cause the use of management practices by the County and its citizens that will reduce the adverse effects of polluted runoff discharges on waters of the state; to secure benefits from the use of storm water as a resource; and to ensure the County is compliant with applicable state and federal laws. The project is required to prepare a SWMP that details a project's pollutant discharge contribution to a given watershed and propose BMPs or



design measures to mitigate any impacts that may occur in the watershed. An EIR will be prepared which will further analyze the potential for impacts to hydrology and water quality.

- c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The Regional Water Quality Control Board has designated water quality objectives for waters of the San Diego Region as outlined in Chapter 3 of the Water Quality Control Plan (Plan). The water quality objectives are necessary to protect the existing and potential beneficial uses of each hydrologic unit as described in Chapter 2 of the Plan.

The project lies in the 905.41 Ramona hydrologic subarea, within the San Dieguito hydrologic unit that has the following existing and potential beneficial uses for inland surface waters, coastal waters, reservoirs and lakes, and ground water: municipal and domestic supply; agricultural supply; industrial process supply; industrial service supply; contact water recreation; non-contact water recreation; warm freshwater habitat; cold freshwater habitat; wildlife habitat; estuarine habitat; marine habitat; preservation of biological habitats of special significance; migration of aquatic organisms; and, rare, threatened, or endangered species habitat.

The proposed project has the potential to cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses during construction. Additionally, the proposed project will result in an increase of impervious surface area. The project design will include drainage improvements designed to address this increase in impervious surfaces. Specifically, the project proposes Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. In addition, a SWMP will be prepared as part of the proposed project which will address the potential for the release of pollutants during construction and to identify any special site design considerations, source control BMPs or treatment control BMPs that may need to be implemented.

The proposed BMPs will be consistent with regional surface water, storm water and groundwater planning and permitting processes that have been established to improve the overall water quality in County watersheds. As a result, it is anticipated that the project will not contribute to a cumulatively considerable exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses. Refer to Section VIII., Hydrology and Water Quality, Question b, for more

information on regional surface water and storm water planning and permitting processes. An EIR will be prepared which will further analyze the potential for impacts to hydrology and water quality.

- d) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project proposes to extend Dye Road from its existing eastern terminus to San Vicente Road. The project will not use any groundwater for any purpose, including irrigation, domestic, or commercial demands. In addition, the proposed project does not involve operations that would interfere substantially with groundwater recharge including, but not limited to the following: diversion of water to another groundwater basin or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g. ¼ mile). These activities and operations can substantially affect rates of groundwater recharge. Therefore, no impact to groundwater resources is anticipated.

- e) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The proposed project will result in an increase in the amount of impervious surfaces, which may create the need for improvements to the existing drainage system. Curbs, gutters, and eight (8) culvert systems are proposed to accommodate flows beneath the new road at the natural grade of the existing drainage corridors. Proposed inlets and storm drain lines would discharge into Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. All drainage patterns will be maintained as per existing conditions (i.e. minimal diversion of flow). The proposed project also would involve construction activities (grading and site preparation) that would require erosion control measures to be implemented. An EIR

will be prepared to address the potential impacts from improvements to existing drainage facilities. A SWMP will also be prepared for the project to identify measures to avoid water quality impacts during construction. Infiltration units will be provided to treat the runoff per SUSMP requirements.

- f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The proposed project will result in an increase in the amount of impervious surfaces due to the new roadway. Curbs, gutters, and eight (8) culvert systems are proposed to accommodate flows beneath the new road at the natural grade of the existing drainage corridors. Proposed inlets and storm drain lines would discharge into Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. All drainage patterns will be maintained as per existing conditions (i.e. no diversion of flow). A SWMP will also be prepared for the proposed project to identify measures to avoid water quality impacts; and a SUSMP will also be prepared to identify and avoid the potential for the proposed project to result in impacts due to flooding on- or off-site.

- g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The proposed project would result in an increase in the amount of impervious surfaces due to the new roadway, which would require construction of new drainage systems. Curbs, gutters, and eight (8) culvert systems are proposed to accommodate flows beneath the new road at the natural grade of the existing drainage corridors. Proposed inlets and storm drain lines would discharge into Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. An EIR will be prepared which will describe project design features that will avoid the potential for

the project to result in impacts due to exceeding the capacity of existing or planned storm water drainage systems.

h) Provide substantial additional sources of polluted runoff?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The proposed project will result in an increase in the amount of impervious surfaces due to the new roadway. Curbs, gutters, and eight (8) culvert systems are proposed to accommodate flows beneath the new road at the natural grade of the existing drainage corridors. Proposed inlets and storm drain lines would discharge into Low Impact Design (LID) bio-filtration swales, which will passively reduce the potential impacts of stormwater runoff before entering the existing drainage corridors. All drainage patterns will be maintained as per existing conditions (i.e. minimal diversion of flow). In addition, there is a potential for impacts during project construction. A Storm Water Management Plan will also be prepared for the proposed project to identify measures to avoid water quality impacts. Best Management Practices will also be identified and implemented, as required. An EIR will be prepared which will describe project design features that will avoid the potential for the project to result in impacts due to substantial additional sources of polluted runoff.

i) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** No FEMA mapped floodplains or County-mapped floodplains were identified on the project site; therefore, no impact will occur.

j) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** No 100-year flood hazard areas were identified on the project site; therefore, no impact will occur.

k) Expose people or structures to a significant risk of loss, injury or death involving flooding?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site lies outside any identified special flood hazard area. The proposed project will not expose people to a significant risk of loss, injury or death involving flooding. Therefore, no impact will result due to implementation of the proposed project.

l) Expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project site lies outside a mapped dam inundation area for a major dam/reservoir within San Diego County. In addition, the project is not located immediately downstream of a minor dam that could potentially flood the project site. The project will not expose people to a significant risk of loss, injury or death involving flooding. Therefore, no impact will result due to implementation of the proposed project.

m) Inundation by seiche, tsunami, or mudflow?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

i. SEICHE

**No Impact:** The project site is not located along the shoreline of a lake or reservoir and, therefore, could not be inundated by a seiche. No impact will result due to implementation of the proposed project.

## ii. TSUNAMI

**No Impact:** The project site is located more than a mile from the coast and, therefore, in the event of a tsunami, would not be inundated. No impact will result due to implementation of the proposed project.

## iii. MUDFLOW

**No Impact:** Mudflow is a type of landslide that can occur when steep slopes become unstable during heavy rainfall. The project site is not located within a landslide susceptibility zone and the proposed project would be designed with landscaping or other measures to stabilize any required cut or fill slopes. In addition, the project is not located downstream from unprotected, exposed soils within a landslide susceptibility zone. It is not anticipated that the project will expose people or property to inundation due to a mudflow. Therefore, no impact will result due to implementation of the proposed project.

**IX. LAND USE AND PLANNING** -- Would the project:

a) Physically divide an established community?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The project proposes to extend Dye Road from its existing eastern terminus to San Vicente Road. While the new road would cross an existing agricultural area that is dominated by a single parcel, the road extension would not divide an established community. The proposed project will not substantially change the existing conditions in the project area in a manner that would significantly disrupt or divide the established community. Therefore, no impact will result due to implementation of the proposed project.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project is being proposed in order to improve Dye Road to be consistent with the roadway designation of the proposed Circulation Element of the San Diego County General Plan (GP 2020). The project is also consistent with the zoning for the area. The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project. Therefore, no impact will result due to implementation of the proposed project.

**X. MINERAL RESOURCES** -- Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

**Less Than Significant Impact:** The project site has been classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area of “Potential Mineral Resource Significance” (MRZ-3).

The proposed project would develop areas that are currently used for agricultural operations but that could potentially be used for mineral extraction in the future, therefore future mineral extraction use from within the project footprint would no longer be possible. However, the proposed project is the extension of a road which would not be incompatible with adjacent future mining uses and would not diminish the possibility of performing mineral extraction in areas surrounding the project site. Therefore, implementation of the project will not result in the loss of availability of a known mineral resource that would be of value since mineral resources that may potentially be present are not available for extraction due to incompatible land uses.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

<input type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/> No Impact

Discussion/Explanation:

**No Impact:** The project site is zoned General Agriculture (A72). This zoning designation is not considered to be as Extractive Use Zone (S-82) nor does it have an Extractive Land Use Overlay (25) (County Land Use Element, 2000). No potentially significant loss of availability of a known mineral resource or locally important mineral resource recovery (extraction) site delineated on a local general plan, specific plan or

other land use plan will occur as a result of this project. Therefore, no impact will result due to implementation of the proposed project.

**XI. NOISE** -- Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The project proposes to extend Dye Road from its existing eastern terminus to San Vicente Road. The proposed project will improve the efficiency of traffic flow through the southern portion of the community of Ramona. There is a potential that traffic noise would increase due to the project. However, a Noise Impact Analysis will be prepared as part of the project EIR to determine the potential change in noise levels which could exceed noise standards set forth in the San Diego County General Plan and Noise Ordinance that will result from the increase in traffic volumes.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** The proposed project may result in temporary construction impacts due to operation of heavy equipment in the project area. This impact would be of short duration and would occur at different times in different portions of the project corridor. Construction activities would be conducted in compliance with the permitted construction hours specified in the County Noise Ordinance. It is not anticipated that project construction will result in exposure of persons to excessive groundborne vibration or groundborne noise levels; however, this issue will be further addressed in the EIR.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?



- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The project proposes to extend Dye Road from its existing eastern terminus to San Vicente Road. The proposed project will improve the efficiency of traffic flow through the southern portion of the community of Ramona. There is a potential that traffic noise may increase due to the proposed project. However, a Noise Impact Analysis will be prepared as part of the project EIR evaluate the potential increase in ambient noise levels from projected future traffic volumes, assess potential impacts, and recommend mitigation where required.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The project proposes to extend Dye Road from its existing eastern terminus to San Vicente Road. The proposed project will improve the efficiency of traffic flow through the southern portion of the community of Ramona. There is a potential that there would be a temporary or periodic increase in noise levels due to the construction of the project. However, a Noise Impact Analysis will be prepared as part of the project EIR to evaluate the potential change in ambient noise levels which could result due to the proposed project.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not located within an Airport Land Use Compatibility Plan (ALUCP), nor is it within two miles of a public airport or public use airport. The project will not expose people residing or working in the project area to

excessive airport-related noise levels. Therefore, no impact will result due to implementation of the proposed project.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is not located within two miles of a private airstrip. The proposed project will not expose people residing or working in the project area to excessive airport-related noise levels. Therefore, no impact will result due to implementation of the proposed project.

**XII. POPULATION AND HOUSING** -- Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

Discussion/Explanation:

**Less Than Significant Impact:** Dye Road has been identified as an important connecting route between State Route 67 (SR 67) and San Vicente Road. Currently, traffic traveling east on Dye Road must make a sharp left turn onto northbound Ramona Street and then a sharp right turn onto eastbound Warnock Drive to reach San Vicente Road. The purpose of the proposed project is to increase the capacity of Dye Road to accommodate existing and projected traffic volumes at an acceptable level of service (LOS), to improve traffic flow through the southern portion of the community of Ramona, to bring the road up to current County of San Diego road standards, and to meet the requirements identified in the proposed Circulation Element of the General Plan 2020. The road extension is not being constructed to provide access to an area in order for development to occur. Rather, the road is being constructed to improve the efficiency of an existing traffic route. The project does not propose any new commercial or industrial facilities, large-scale residential development, accelerated conversion of homes to commercial or multi-family use, or regulatory changes including General Plan amendments, specific plan amendments, zone reclassifications, sewer or water annexations, or LAFCO annexation actions.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is expected to require acquisition of portions of rural residential or agricultural properties. However, no homes would be removed by the proposed project; therefore no residential relocations would be required. Therefore, no impact will result due to implementation of the proposed project. The EIR to be prepared for the proposed project will identify properties designated for acquisition.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is expected to require acquisition of portions of rural residential or agricultural properties. However, no homes would be removed by the proposed project; therefore no residential relocations would be required. Therefore, no impact will result due to implementation of the proposed project. The EIR to be prepared for this project will identify properties designated for acquisition.

### **XIII. PUBLIC SERVICES**

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

## Discussion/Explanation:

**No Impact:** The project will extend an existing road to accommodate existing and projected future traffic volumes. The project would not require new or significantly altered services or facilities to be constructed to meet acceptable service ratios or response times. As proposed, the project will improve the efficiency of traffic flow through the southern portion of the community of Ramona. Therefore, implementation of the proposed project could have a beneficial impact with regards to response times for emergency services in the local area.

**XIV. RECREATION**

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

## Discussion/Explanation:

**No Impact:** The project does not propose any residential development, including but not limited to a residential subdivision, mobilehome park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity. Therefore, no impact will result due to implementation of the proposed project.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

- |   |  |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact                     | <input checked="" type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                               |

## Discussion/Explanation:

**Less Than Significant Impact:** A trail head currently exists within the project area. This trail head is proposed to be returned to its existing condition upon completion of construction activities and would not be relocated or closed during or after construction. Therefore, the proposed project's impacts to recreational facilities are considered to be less than significant.

**XV. TRANSPORTATION/TRAFFIC** -- Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The project proposes to extend Dye Road from its existing eastern terminus to San Vicente Road. The proposed project will improve the efficiency of traffic flow through the southern portion of the community of Ramona. The proposed project would redistribute existing traffic and is not considered to be a traffic generating roadway improvement. However, a Traffic Impact Study will be prepared as part of the project EIR to identify potential impacts to road segments and/or intersections in the project vicinity that could result from the improved traffic efficiency on Dye Road and the surrounding road network.

- b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency and/or as identified by the County of San Diego Transportation Impact Fee Program for designated roads or highways?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** The project proposes to extend Dye Road from its existing eastern terminus to San Vicente Road. The proposed project will improve the efficiency of traffic flow through the southern portion of the community of Ramona. The project would redistribute existing traffic and is not traffic generating. However, a Traffic Impact Study will be prepared as part of the project EIR to identify potential impacts to road segments and/or intersections in the project vicinity that could result from the improved traffic efficiency on Dye Road and the surrounding road network.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

## Discussion/Explanation:

**No Impact:** The proposed project is located outside of an Airport Influence Area and is not located within two miles of a public or public use airport. The project will not result in a change in air traffic patterns. Therefore, no impact will result due to implementation of the proposed project.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

## Discussion/Explanation:

**No Impact:** The proposed project would introduce a new road segment that would result in the elimination of one sharp left turn and one sharp right turn for drivers traveling through the project area, which would result in an increase in efficiency of traffic flow. All intersections of the new road with other existing public roads and private access roads would be constructed with approaches that meet roadway design standards for safety. Therefore, no impacts associated with hazards from a design feature or incompatible uses are anticipated.

- e) Result in inadequate emergency access?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

## Discussion/Explanation:

**No Impact:** The proposed project will not result in inadequate emergency access and will better accommodate emergency vehicle travel by improving the efficiency of traffic flow through the southern portion of the community of Ramona. Partial road closures may be necessary during construction; however, traffic flow, emergency access, and access to homes will be maintained throughout the construction period. Therefore, no impact will result due to implementation of the proposed project.

- f) Result in inadequate parking capacity?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

## Discussion/Explanation:

**No Impact:** The project proposes to extend Dye Road from its existing eastern terminus to San Vicente Road. The design of the roadway extension project includes shoulders/parking areas. Additionally, no on-site or off-site parking is required. The project will not result in insufficient parking capacity on-site or off-site. Therefore, no impact will result due to implementation of the proposed project.

- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The proposed project is a road improvement project that will include bicycles lanes. No bus routes are currently located within the project area and no future routes are planned. The project will not conflict with policies regarding alternative transportation. Therefore, no impact will result due to implementation of the proposed project.

**XVI. UTILITIES AND SERVICE SYSTEMS** -- Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not involve any uses that will discharge any wastewater to sanitary sewers or on-site wastewater (septic) systems. The project will not exceed any wastewater treatment requirements. Therefore, no impact will result due to implementation of the proposed project.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- |   |   |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact                     | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact         |

Discussion/Explanation:

**No Impact:** The project does not include new or expanded water or wastewater treatment facilities. In addition, the project does not require the construction or expansion of water or wastewater treatment facilities. The project will not require any construction of new or expanded facilities, which could cause significant environmental effects. Therefore, no impact will result due to implementation of the proposed project.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input checked="" type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

**Potentially Significant Impact:** The proposed project will be designed to provide adequate storm water drainage facilities for the proposed roadway project. The potential for impacts from new or expanded drainage facilities will be addressed in the Hydrology and Water Quality section of the EIR to be prepared for the project.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/> No Impact

Discussion/Explanation:

**No Impact:** The proposed project does not involve or require water services from a water district. The project is for a roadway that does rely on water service for any purpose. Therefore, no impact will result due to implementation of the proposed project.

- e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

<input type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/> No Impact

Discussion/Explanation:



**No Impact:** The proposed project is a road improvement and will not produce wastewater or interfere with any wastewater treatment provider's service capacity. Therefore, no impact will result due to implementation of the proposed project.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

<input type="checkbox"/> Potentially Significant Impact	<input checked="" type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input type="checkbox"/> No Impact

Discussion/Explanation:

**Less Than Significant Impact:** Implementation of the proposed project may require acquisition and removal of existing structures including barns or outbuildings, which may generate solid waste. All solid waste facilities, including landfills, require solid waste facility permits to operate. In San Diego County, the County Department of Environmental Health, Local Enforcement Agency, issues solid waste facility permits with concurrence from the California Integrated Waste Management Board (CIWMB) under the authority of the Public Resources Code (Sections 44001-44018) and California Code of Regulations Title 27, Division 2, Subdivision 1, Chapter 4 (Section 21440et seq.). There are five permitted active landfills in San Diego County with remaining capacity. There is sufficient existing permitted solid waste capacity to accommodate the project's solid waste disposal needs.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?

<input type="checkbox"/> Potentially Significant Impact	<input type="checkbox"/> Less Than Significant Impact
<input type="checkbox"/> Less Than Significant With Mitigation Incorporated	<input checked="" type="checkbox"/> No Impact

Discussion/Explanation:

**No Impact:** The project is a roadway extension and will not place any burden on the existing permitted capacity of any landfill or transfer station within San Diego County. Therefore, compliance with any federal, state, or local statutes or regulation related to solid waste is not applicable to this project.

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE:**

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** An EIR will be prepared for the proposed project that will include the results of biological and cultural resource studies to address the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** An EIR will be prepared for the proposed project that will include evaluation of the incremental effects of the project viewed in connection with the effects of past projects, other current projects, and probable future projects.

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Potentially Significant Impact          | <input type="checkbox"/> Less Than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact                    |

Discussion/Explanation:

**Potentially Significant Impact:** An EIR will be prepared for the proposed project that will include evaluation of the potential for adverse direct or indirect impacts to human beings in regard to certain questions in the following sections: I. Aesthetics, II. Agricultural Resources, III. Air Quality, IV. Biological Resources, Cultural Resources, VI. Geology and Soils, VII. Hazards and Hazardous Materials, VIII Hydrology and Water Quality, XI. Noise, XV. Transportation and Traffic, and XVI. Utilities and Service Systems.

## **XVIII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST**

All references to Federal, State and local regulation are available on the Internet. For Federal regulations refer to <http://www4.law.cornell.edu/uscode/>. For State regulations refer to [www.leginfo.ca.gov](http://www.leginfo.ca.gov). For County regulations refer to [www.amlegal.com](http://www.amlegal.com). All other references are available upon request.

### **AESTHETICS**

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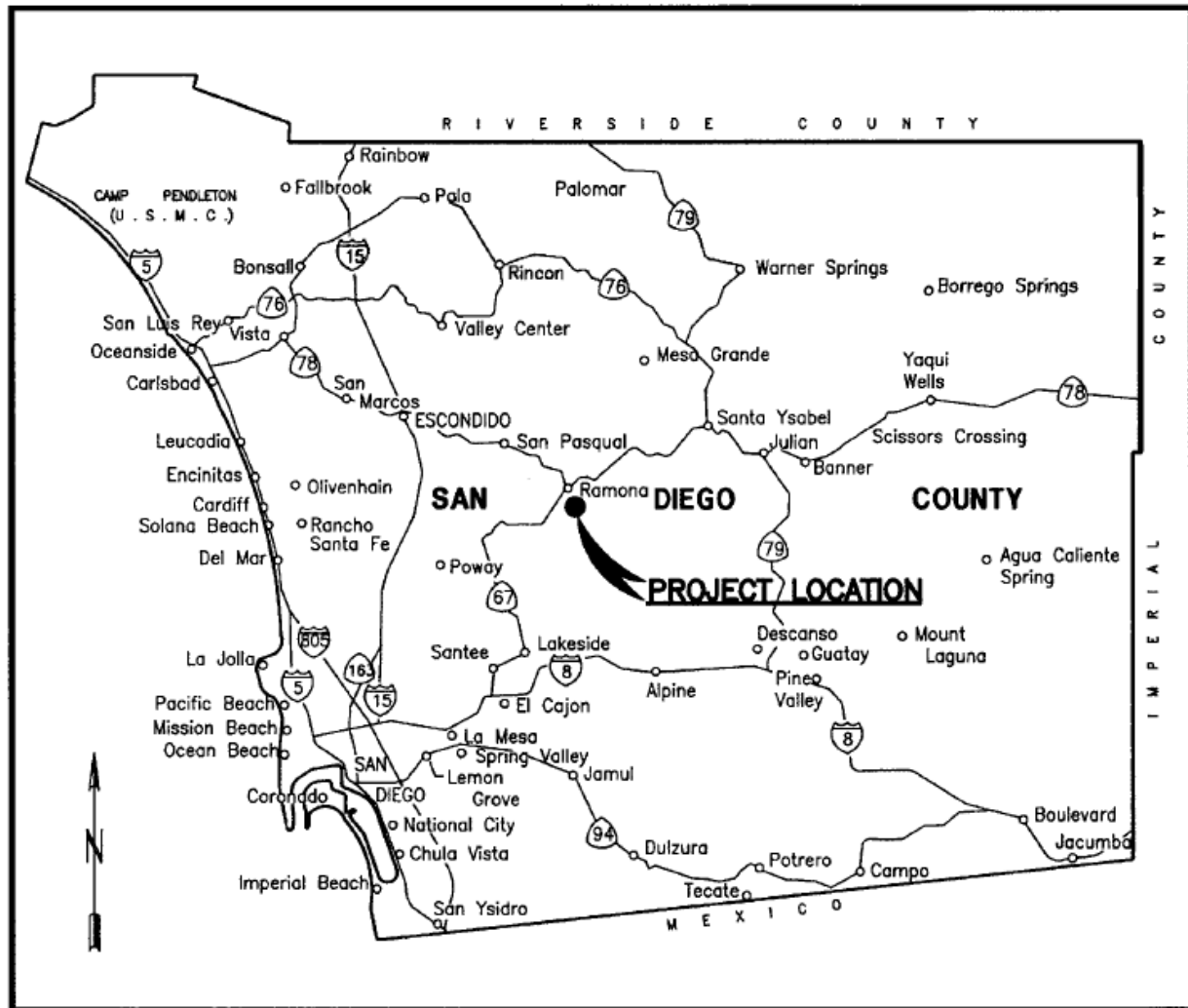
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Figure 1: Vicinity Map





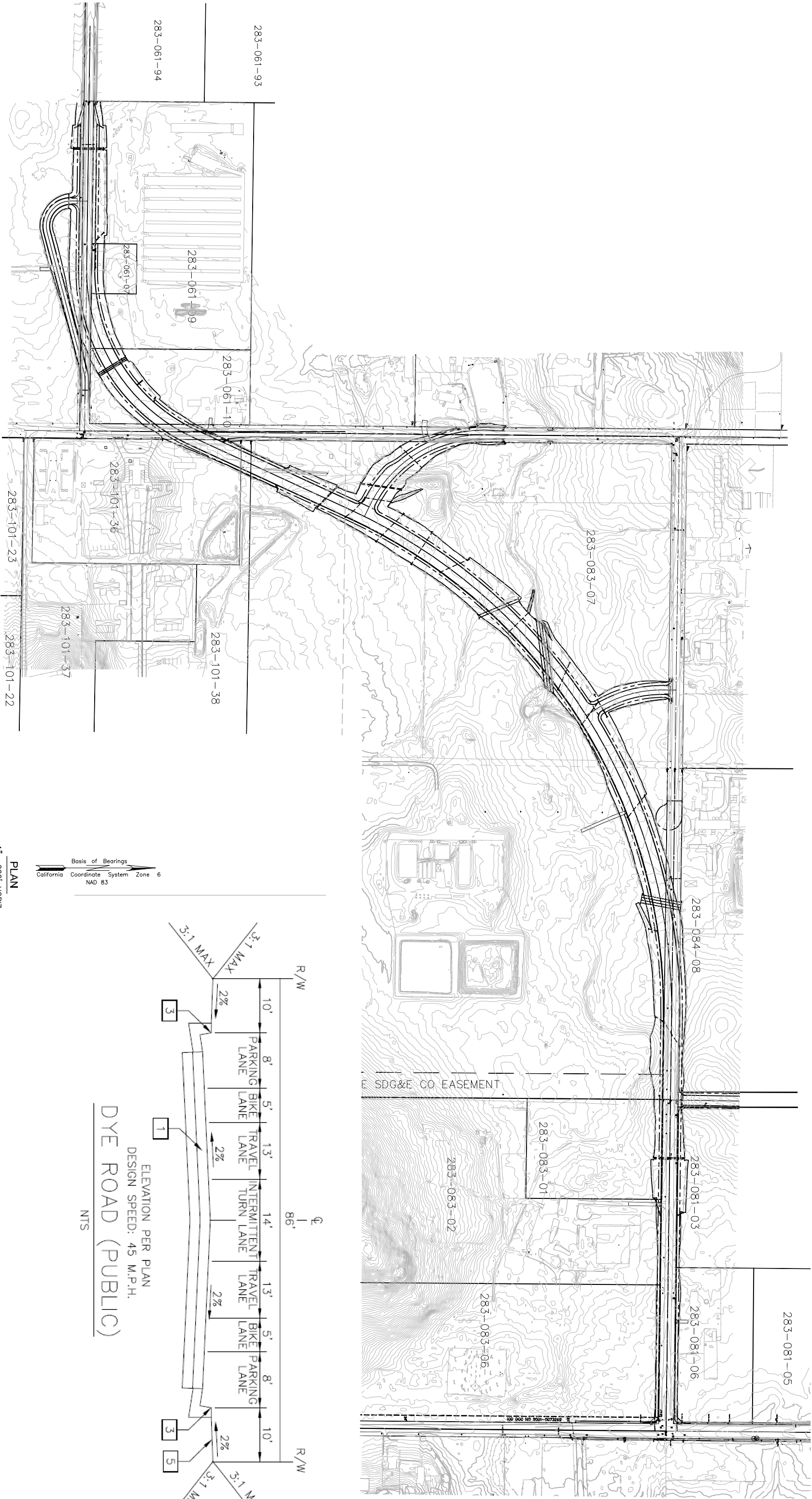


Figure 2